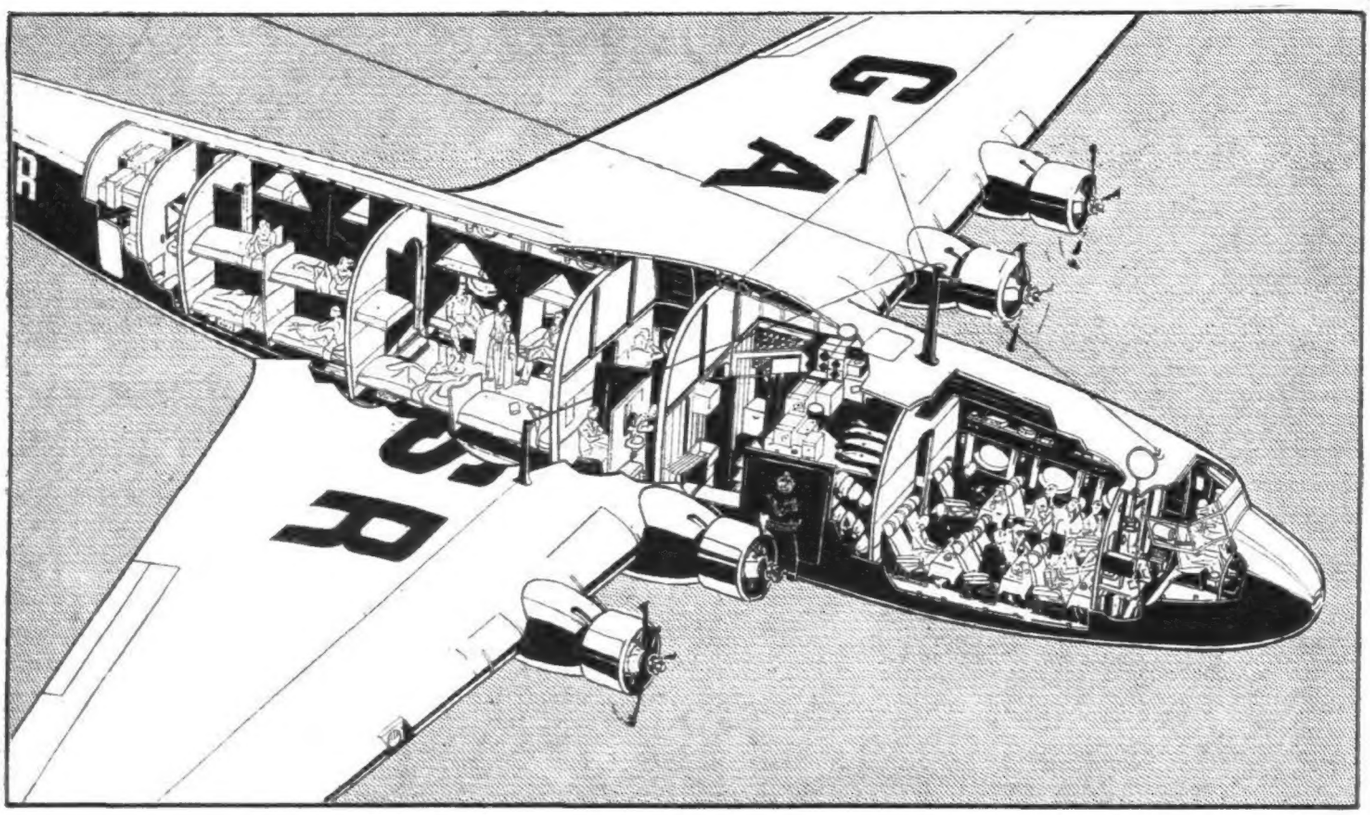
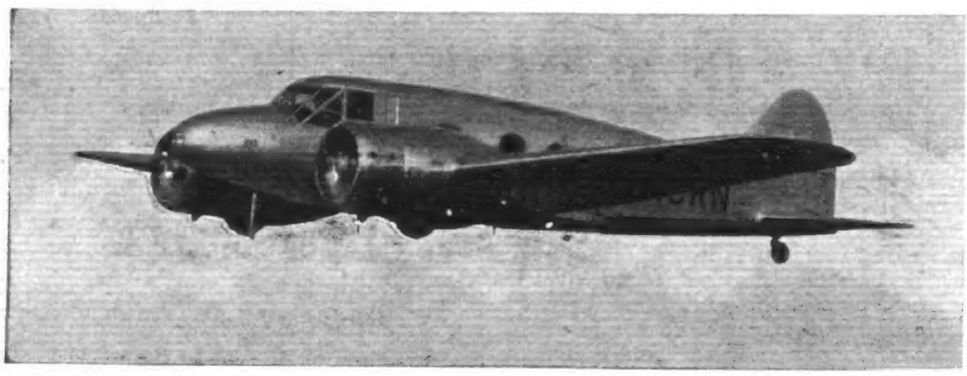


An idea of the spaciousness of the internal accommodation of the A.W.27 machines for Imperial Airways is given by this cut-away drawing.

Of wooden construction, the Series III Envoy is a twin-engined cantilever low-wing monoplane with an undercarriage which retracts into the engine nacelles. A large range of engine installations is available, the following being typical examples: Siddeley Cheetah IX, Wright Whirlwind R.760.E.11 (American), Gnôme Rhone K7 (French) or Walter Castor II (Czechoslovakian). Fixed pitch airscrews of either metal or wood are fitted as standard, but V.P. screws may be specified if the engines used are suitable.



An Avro 652 used by Imperial Airways. A later version is now available.

It is possible to install wireless, which can be operated by remote controls from the pilot's cockpit. Alternatively, if a navigator/wireless operator is carried, the wireless is controlled from his special seat.

With Cheetah IX engines a maximum speed of 205 m.p.h. is obtainable at 7,300 ft., the cruising speed at 62.5 per cent. maximum power being 175 m.p.h. at 10,000 ft. Efficient trailing edge flaps give a stalling speed of 64 m.p.h. The take-off run is 210 yards and the service ceiling 22,000 ft.

A second Airspeed model suitable for commercial operation is the Courier, a single-engined monoplane on somewhat similar lines to the Envoy. With a Siddeley Lynx IVC engine (the Cheetah is an alternative installation) the Courier reaches a maximum speed of 153 m.p.h. and carries a disposable load of 1,556 lb.

Designs were prepared some time back for a high-wing monoplane with two Bristol Pegasus X engines.

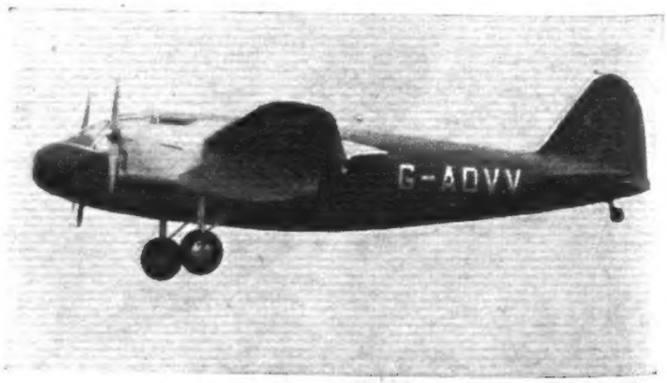
Makers: Airspeed (1934), *Ltd., The Airport, Portsmouth.*

ARMSTRONG WHITWORTH

PROFITING by the experience gained by the construction of the *Atalanta* class of four-engined monoplanes and their subsequent operation by Imperial Airways, Sir W. G. Armstrong Whitworth Aircraft, Ltd., is building a fleet of much larger machines of advanced design for the same company.

Bearing the Armstrong Whitworth works number A.W.27 and known to Imperial Airways as the *Ensign* class, the new machines will be produced in two forms, one with accommodation for thirty-two passengers (European class) and the second (Empire class) for twenty-seven passengers by day, or twenty, with sleeping accommodation, by night. Both models will have a steward's pantry, and in the European class there will be three lavatories, the Empire class having two.

The fuselage is an oval monocoque structure with stressed skin covering. In the extreme nose is the control room accommodating the captain, first officer and wireless operator, and aft of this the



Striking in design and brilliant in performance: the B.A. Double Eagle.